ADDITIONAL FROM EUROPE.

ARRIVAL OF THE CITY OF WASHINGTON.

The Homeward Trip of the Great Eastern.

THE ITALIAN IMBROGLIO.

Important Speech of Count Persigny.

Our Milford Haven, Galway and Constantinople Correspondence, &c.,

the screw steamship City of Washington, Captain Jef-hery, which sailed from Liverpool at five P. M. on the 29th and from Queenstown on the 20th ultimo, arrived here resterday afternoon. aterday afternoon.

A portion of her news has already been given.

A deepatch from Tricate, dated the 28th, states that in
so Garibaldi should attempt a disembarkation on the
satrian literal, the Archduke Ferdinand Maximilian, as

nal and direct command of the naval forces de to repel the attack.

cto and Poteuza, in Calabria, are already in the ds of the Garibaldians.

enza there will be installed a provisional govern mt, which will pronounce the annexation to Italy unent of Gen. Garibaldi.

ress has arrived announcing a demonstration at Foggia f people and seldiers, who cried "Long live Victor l! Long live Italian unity! Long live Garibald; en the movement, joined in it.

oppose the insurgents. At a short distance from the wn it sent forth a unanimous cry of "Long live Victor sanuel! Long live Garibaldi!" and when it reached the resolutely refused to march against its fellow

A Naples despatch of the 25th ult. announces that th reyal troops in Calabria had again been beaten.

The insurgents of Basilienta were advancing towards alerno, and it was believed they would join Garibald

nd march against Naples. Garibaldi had furnished arms to 10,000 ini

MEWARD TRIP OF THE CREAT EASTERN.

The Arrival and Departure from Hali-mx—interesting Narrative of the Voy-age—The Amusements on Board—Skit-tles, Ventriloquism and Diablerie—The Behavior of the Ship and Passengers— Arrival Home and Enthusiastic Recep-tion—The Great Eastern and the Navition Laws, &c., &c.

OUR SPECIAL CORRESPONDENCE

ders will, long ere this reaches you, have heard e commotion that the coming of the big ship pro-in the little town of Halifax. Happening so shortly the advent of the Prince of Wales, it is to be hoped will not inspire the worthy Blue Noses with a tast

hor had scarcely plunged into the mud before a boats crowded round the port gaugway ladder, excited natives came swarming up, diving to the bot-of their capacious pockets to satisfy the demands of

n the brief interval of our arrival and dark several ed people visited the ship. Forty-five of our pas here. They stood around the starboard ay, waiting for the tug which they were informed them on shore, but no tug made its appearso, after waiting till they were tired, they were ged to make bargains with the beatmen along-, get their luggage down as best they could, and de-tonoi altogether rejoicing.

THE BUN TO HALIFAY.

a spite of a very unnecessary detour to the southward, ship made the run, against light bead winds and calms, Sandy Hook to the barbor, in forty-six hours. The ce run by the ship was 680 knots. Your nautical ers will be able from these data to figure out for medice how far she went out of her way. She never distance of fifty-four knots, by bearings, at the rate of mixteen knots an hour. The ship of the paddles was found to be so great on the run up that on the arrival at Halifax he able engineering staff went to work to rig out the cute rang with their sturdy strokes, as they unscrewed tota and drew out bolts; but it was eight A. M. of Sunday, August 19, before their task was completed.

At half-past eight a signal gun was fired and the blue

half feet lighter already than on starting, and out of water considerably below her lightest load water line.

Wednesday, August 22, commenced with much the same kind of weather, light southwesterrly winds, damp atmosphere and cloudy sky, but genial, agreeable temperature. Towards noon the sun occasionally glimmered for a moment or two through a break in the clouds, and our worthy captain and chief officer, sextant in hand, dedged him most perseveringly about the decks, but without much success. The observations, such as they were, gave 50 deg. 10 mis. N. lat., 41 deg. 44 mis. W. lon. Distance made. 320 knots. During the afternoon cher housed. The reverberations of the report among be houses brought out the people to see us at Clustering down to the water's edge, the piers off. Clustering down to the water's edge, the piers and shipping soon presented a densely packed mass of spectators, while the windows and roof of every house furnished their quots of eager gazers. High over all, at the gate of the frowning citadel, the main guard turned out and stood round the motioniess figure of the sentinel, a pictureague group, magnified by the dim mist of the morning into the stature of giants. With a cheery song, and mith a stamp and go, that rang along the broad dock like the tramp of a legion of armed mon, brought the anchor to the bows without a check.

THE FINAL START FOR MONE. from it, for the sails sapped at times as in a calm.

THE WIZARD.

At eight P. M. the passengers slocked on masse down into the after carge space, where, by preseng into his service all the gay colored bunting in the ship, our gentlemanty mate of the lower deck, Mr. W. A. Davis, had rigged out quite a tasteful imprompts theatre. Professor Jacobe' ample stores supplied the smart brocaded damask proceedium, the ship's carpenters rigged the stage, and when the curtain rose the potent wizard and the facetions "Sprightly" were discovered, surrounded by a mass of their glittering apparatus, little inferior to that displayed on similar occasions on term firms.

It is unnecessary here to tell how ladies' rings, gloves and handkerchieft were locked in a box before the eyes of the fair owners—nay, given into their own delicate hands to keep watch and ward over—and how, in spite of all this,

THE FIRST PEART FOR BOME.

As soon as the dash of the paddles whitened the water alongside, the colonial flag was saluted with four guas, and at firty minutes past eight A. M. the Great Fastern, under full steam, stood out to sea, on her way to the fair land that gave her birth. A few minutes sufficed to lose sight of the gazing thousands that with hat and kerchief waved her "God speed" on her voyage, and as we marked the fast recedant shore, and the foam flying like a mill race past

ber graceful counter, all felt that, unless some untoward check courred, the next Sabbath morn would see her riding in the placid waters of Mifterd Haven.

As hour's run took us clear of pilots' ground, Paddle and screw ceased their busy revolutions, for a moment colled back the seething tide, and the great ship tay motionism, while the pilot's dingy was lowered and he and his two men embarked. Their parting "burrahs" came but faintly to our care as the ship gathered way again; but the vigorous response from fifty willing throats was probably more successful in its mis-sion. Lest ever and anon between the long swells that were still rolling from the southeast, the little beat struck cut heavely for the above, fading quickly to a speck that

cut heavely for the shore, fading quickly to a speck that at last one sees no more.

The morning was dull and lowering, with light winds from the eastward, and as we commenced our course along the rugged coast of Nova Sootia, sweeping fog wreaths would cavelope it from time to time and hide it from our view. Fleets of American fishing schooners, ruanting goose-winged before the wind, stood in for the land, appearing and disappearing in the mist like spectres, as they gilded smeothly along.

By two F. M. the wind freshened and blow our rance but this cleared away as the run went.

Monday, August 20, commenced with true Bank wonblar-dull, lowering and damp. We shivered with the resellection of the genial warmth we had so istely loft, and
sought refuge in thick coats and boots against the insidistarted of in the darkness with remarkable specispecialistic to the deck and were waiting to offer their assistance to
the ladder. Suddenly they appeared to discover somesuperstillies that were mounting the indier. They
started of in the darkness with remarkable specispecialistic that were mounting the indier. They
started of in the darkness with remarkable speciand unanimity of purpose, and went own,

emperature get rather more agreeable, and the sun gra-sionally appeared just long enough "to be taken," and then lisappeared for the rest of the day. At moon the latitude was 46 deg. north, longitude 55 deg. 53 min. west. Dia tance made since starting yesterday, 340 knots.

points on the earth's surface at which the ship was on two

by a current, or being driven to leeward by a strong Tals morning some of our athletes ferreted out the

skittles, which were immortalized during the passage out. The ability displayed would, perhaps, not have en-titled the players to high rank amongst the habituits of a London taproom; but much fun was elicited from the

performance. One mild looking gentleman, whose eyes beamed benignantly on the unclassic "nine" through a pair of spectacles, became suddenly inspired with the ambition to distinguish himself at this athletic game.

Grasping the heavy ball with a determined air he took de-

liberate aim, ran three steps forward to impart velocity,

while performing a complicated operation with a marilo-spike and a piece of rope, received a visitation on the shins that in no wise tended to sweeten his temper. The

red face, a black, greasy looking spot on the end of his

uartermaster disappeared in search of a quieter com-

about "sogers and lubbers," that we fear had reference

to the mild looking gentleman. The roars of laughter

that greeted this little episode were too much for the mild looking gentleman; he took the earliest opportunity to "vamose the ranche," and skittles knew him no more

for the rest of the passage.

Though dull and cloudy, the afternoon was sufficiently

clear to enable us to sight Cape St. Mary, on the Island of

Newfoundland, about hair-past four P. M. standing thence on towards Cape Race a shift of wind, at forty minutes past five, from southeast to northeast, brought down a dense fog that at once put an end to all our hopes of despatches from New York. Being on the edge of the Grand Bank, and, therefore, liable to run upon the dangerous Virgin Rocks, the ship was at once stopped for soundings, and then kept at half speed to avoid collision. Four times during the night

half speed to avoid collision. Four times during the night soundings were taken, until the gradually deepening water told us we were midway between the Bank and the island, whence we steered a mid-channel course. About one A. M. of Tuesday, August 21, the fog began to lift, and being then beyond all danger, the ship was put at full speed on a great circle course for Caps Clear. A few hours' steaming carried us well to the north of the

Banks and into deep water; but the cold, cheerless at-mosphere of Newfoundland clung to us fully twenty-four hours longer. By daybreak the wind had hauled round to the south, and trysalls were get on her; but it was

too light to be of much use, soon got ahead again, and kept the sails lifting. A fortunate break in the lowering clouds about noon enabled the officers to get the usual observations, showing that we were in 48 degrees

tance made 306 knots.

Whates spouted alongside during the afternoon, and rolled lazily on the same direction as ourselves, coming sometimes quite close, on the supposition, probably, that we were one of the party, but throwing their huge fluxes

high in the air as they sounded in a great hurry on dis

VENTRILOQUEM AND MAGIC.

light, managed, by running counter to a northerly swell, to raise a slight watery commetion, amid which the big ship rolled with considerable dignity, but, at the same time, a somewhat unexpected amount of inclination. This may be accounted for from her being very light.

RER DRAUGHT. She left New York drawing twenty-two feet forward and twenty-five feet aft. The coal she took in there and at

producing power to the hard Welsh coal employed on the outward passage. The consequence was that much more

of it was required, and the more so that we had ave

pounds more pressure of steam in the boilers. The large

daily consumption lightened the ship rapidly—at least one-third of a foot per day. She was, therefore, one and a

W. ion. Distance made, 320 knots. During the afternoon the swell increased and the ship rolled quite considerably. At noon the square sails on the foremast were set, but the treeze was light and the ship seemed to steam away

from it, for the sails flapped at times as in a calm.

omowhat amazed this morning on taking our

a loss of four hours and a half's service of the acrew. While working by themselves the paddle engines showed that they could be relied on to drive the ship at the rate of eight to eight knots and a half an hour. The night of the leaving New York our someoned with greater vigor even than on the passage out. We have several talented amateurs amongst the officers and passengers, whose performance excite so much interest that it is now difficult to get a seat in the gorgeous ladies' saloon after eight P. M., the hour when the concert commences. Professor Jacobs & Brothers' rongs, improvinstorial and ventriloquial performances have added much to the general enjoyment, and tended in so small degree to make this one of the most agreeable passages on record.

We were somewhat amazed this morning on taking our usual ante-prandial promenade, to find huge seven feet posters occupying various prominent positions in the ship, announcing the early advent of Professor Jacobs, the English magician, ventriloquist and improvisatore, who, under the patronage of Captain J. Vine Hall, the officers and passengers, proposed giving an evening entertainment the next day—price of administration, \$11—the proceeds to be presented to the Dreadnought Scamen's Respitatiship, in the Thames.

Returning from a successful trip through the United States and Canada, the worthy Professor and his obese fraternal relativa, the fascinating "Sprightly," adopted this mode of keeping their hands in for the farewell performances they give in England prior to retiring to the

ing the future soccess of the ship and a happy wind up to our voyage.

The night which followed was similar in character to the day, changeable, but agreeable. The moon, being now past the first quarter, shed her mild beams over the mimic waves that, with crisp cap of white foam, aped, on a small scale, the never ceasing unduktions of those lords of the Atlantic who had so lately rolled in soleran grandeur after the big ship. All night the cloud shadows fitted over our broad decks, and when daybreak came there was our plocky little rival, the Australasian, far away ahead on the port sow. She was carrying a press of canvass, and was close hauled to the wind, evidently making capital good time, while we, wish one or two miserable little rags of salls (in comparison to the size of the ship), were relying aimest entirely on our motive power. We had evidently made up the twenty knots lost during our detention, and

happening, for our route as far as the old Head of Kinsale was the same. She would then have only twenty or thirty miles to run to Queenstown, while we should have 130 or 140 to reach Milford.

A COMPLIMENT TO THE CAPTAIN.

At a meeting held in the forenoon in the grand saloon, Capt. Wm. Morris, R. N., proposed, and Judge Hastings, of Chilfornia, acconded, the following address to Capt. J. V. Halt, on the conclusion of the voyage, which was carried unanimously, and signed by the passengers:—

TO CAPTAIN JOHN VINE HALL—

DEAR NIB—We, the undersigned, passengers on the conclusing trip of what may be considered the trial voyage of the ureal Voyage of the street Nestern, desire to express our opinion of an experiment

To this Capitain Hall wrote the following reply:—

GREAT RATERIS BYLAMERIF, AT NEA, August 25, 180.

Captair We. Horsen, Reyal Nevy.—

DEAR Site—It is always gralifying to a commander, and affords him some componention for his anxieties, to find his stay great with the property of the conference of the passes which has been seen to the by his passes green, and the nedeservors of his present with much property of the seeders of the passes with much property of the seeders of the passes of the passes and the property of the seeders of the passes of the passe

was still fild knots from us, but we had fine weather and smooth water, though not enough wind to be of any use to us.

LOTTER ON MELTENARD.

This evening a grand lottery was organised, the winner of which would become the possessor of \$125. As is usual in such cases, the proceeding was that of having tickets bearing certain twenty minute intervals of day thereon. The ticket bearing the time when the pilot came on board took the prise. With the speculative spirit so characteristic of the "free and enlightened" all over the world, our citizens "figured" a little on the distance, speed of the ship and chances of wind and weather, and thereupon offered a heavy premium to the helders of certain tickets in the neighborhood of four P. M. for their chance. Some of these changed hands, those who held them thinking that they had done well enough to make cest per cent by the speculation.

All day we speed pleasantly on our way, with light winds and smooth water, retiring, after a beautiful evening, with the certainty of seeing the shores of "Green Erin" early next morning. Sonday, august 36, broke with the herizon clouded with light hans, amides which Fastnet rock leomed like a giant sloop, the lighthouse on the summit appearing like the top of the mast. Back of it the fames headiand of Cape Clear was still shrouled in mist, which speedily dispersing before the rising sun, left the boid outline of the coust and the rish undusation of the fields distinctly visible.

Running within easy distance of the land, by eight A. M. we were abreast of the Old Head of Kinsale, with its tall which globuses and enclosure, gleanting in the numbers. From this point we stood ever towards our port, making a straight out screen the mouth of the Irish Channel, here dotted with the kalle of vessels bound in and out of laverpool.

The few vessels we met, before running close in with the land, has been a little romarkable. After leaving the Back only one solitary Heitish bark bound and on the light proverse in making the land. The Irish quest p

we learned from the pilot that the largest part of the British! Channel fleet was lying in Milford; so we congratulated curselves on enjoying a pleasant sight. As we stood in for the outer bay a beautiful little tron side wheel teamer, said to be an Irish trader, ran out to us. She was dressed out in gay looking signal flags from stem to

Aug. 17 18 19 90 21 22 23 4 24 25	D. M. 40 42 43 53 44 84 45 57 48 00 50 10 51 00 50 58 51 06 51 28	D. M. 60 02 64 17 62 56 56 45 40 00 64 44 32 65 24 25 16 03 7 21	386 73 318 306 390 340 220 316 341	Left pilot San 6:40 P. M. Arrived pilot fax 4:45 P. Left do. 8:50 pilot 9:50 A engines for off Cape, a four hours	3:30, Hall- M. A. M.; left. M. Ensed six bours ad stopped to sound.
Distance to Balif	AT	ship from		dy Hook 623	n 44 50
	run fromtrance	of Milfo	rd Hav	2 367	in 113 00 in 217 66 4 56
			,960	Knets.	212 64

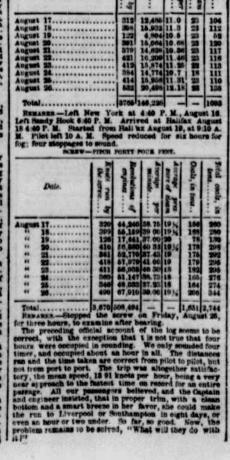
Prom the above it will be seen that the average spend of the vessel has been nearly fourteen knots an hour. No one who has witnessed her performance during the trip doubts that under favorable circumstances she could make the run from New York to Liverpool or to Southampton inside of eight days.

PADULE WHENDS—MARKERSE TO CEPTER OF FLOATS PORTIBUOIT PART FROM NEW YORK TO BALIFAX, TIPTY FRET PROM BALIFAX TO MILPORD BAYEN.

Pour of social and derrap pressure of social and from the major revolutions per minute.

Browning and house and house read by the school of mylnes.

Descriptions of mylnes.



But the threatened action for violating the navigation laws of the States is not the only litigation in which the managers of the Great Eastern may possibly be involved at the other side of the Atlantic. There never was, or there probably never will be, the investion of which some enterprising citizen of the United States may not claim the original idea. It so happens that a certain speculative Yankee discovered some time since that a vessel might be propelled advantageously by the united agency of the screw and paddies, and that he forthwith patented his discovery, which he asserts has been pirated by the designers and builders of the Great Eastern. So long, however,

and been homes in the post, doubtes through religious transcent development and particle, and that he forthwith patents in the converse and patches, and that he forthwith patents in the converse and patches, and that he forthwith patents in the converse and patches, and that he forthwith patents in the converse the passion beat or research; but the converse the passion beat or the converse to which they may herwarder send the converse to which they may herwarder send the converse to which they may herwarder send the patches of the construction to which they may herwarder send the converse to which they may herwarder send the patches of the construction to which they may herwarder send the patches of the construction to which they may herwarder send the patches of the construction to the patches of the construction of the patches of th

Another important event of the day is the rumpus be-tween our own (Armenian) people and the seconders from our church—I mean the prosecytes to Protestantis— about the burish of one of their flock. You have doubt less heard of it through the European journals; but s

and handkereness were seed in a to their own delicate hands to keep watch and ward over—and how, in spite of all this, a wave of the magic wand, and the simple command "Pass!" from the lips of the mighty magician, were found sufficient to convey them, invisibly, from the box into the centre of an orange on a tree that blossomed and bore fruit before the eyes of the audience; how gentlemen's watches and coin were transmitted in the same mysterious way to the innermost of a nest of boxes that hung suspended over the heads of the spectators; or how a magic glass bell rang of its own accord, in answer to the questions propounded to it—never making a mistake when telling the number fixed upon in the mind of the spectator. These and many other feats of diableric served to pass away an evening that was most agreeably wound up by an improvised song on such discordant themes as "Great Esetern," "Therry Cobier," "Pickled Eggs" and "Worcestershire Sance," which were suggested by the audience. along the rugged coast of Nova Sootia, sweeping for wreaths would cavelope it from time to time and hide it from our view. Fleets of American fishing schooners, running gone-winged before the wind, stood in for the land, appearing and disappearing in the mist like spectrum, as they glided smeathly along.

By two P. M. the wind freshened and blew to practice this characteristic closest around we were practice by the sight of White Island and Cranberry lights on our port beam, shining out brightly and teiling of dangers that we were leaving rapidly behind. Rigging of dangers that we were leaving rapidly behind. Rigging out the puddle Soats seemed to have answered well. The stip was reported to have answered well. The stip was reported to he much reduced, and, although the revolutions were also reduced from twelve to ten and a shalf, the ship's speed was increased. The log told of fifteen and a laff knots an hour.

Some eighteen or twenty sufficience.